

The National *Falcon* News



James W. Feldhouse
Akron, Ohio

1963 Falcon Sprint Convertible



SEPTEMBER 2005

Cover—James Feldhouse

James Feldhouse of Akron, Ohio has been working on his 1963 Sprint convertible since 1978. He traded in his earlier custom color Falcon convertible and was sorry the next day. He tried to get it back, but it was gone. He rescued this Sprint from the second owner as it was being driven to the junkyard. See more of Jim's Falcon on starting on page 16.

Do you have a photo of your Falcon for the cover of The Falcon National News?
Send your Falcon stories and photos for The Falcon National News to the Editor at the address on page 19.

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Inside this month's Falcon National News...



Bob and Pattie Richmond of Wilmington, Delaware are the original and current owners of this "superfine" 1963 Falcon Futura convertible. They also live on Superfine Lane! See their story on page 13.



Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun.—monthly
Pig Stand, 1508 Bdw.
San Antonio TX
(210) 287-4498

Arizona Chapter Phoenix, AZ

2nd Sat. except June,
July, Aug. at Berge Ford,
460 E. Auto Center Dr.,
Mesa, AZ
(480) 888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. each month at
4:30 pm—Jefferson Co.
Government Center,
7201 Outer Loop
(502) 231-8715

Blue Ridge Chapter South Carolina

3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat. - monthly 5 PM
(512) 832-0544

Carolinas Chapter Charlotte, NC

1st Mon.—7 PM
Fire Mountain Rest.,
Speedway Blvd off I-85
(704) 735-5077

Central California Falcon

Bakersfield, CA
1st Tuesday 7:00 PM
Sizzler's at the Ice
House, Fresno, CA, 3rd
Thursday at Bob's Big
Boy on Blackstone.
(661) 588-9468 or
(559) 298-4844

Early Falcon Car Club of Victoria, Inc.

Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat.—monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.—monthly
(636) 946-6047

Golden Gate Chapter San Francisco, CA

2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter Michigan

3rd Sun.—bimonthly
(517) 849-7156

Hoosier Chapter Indiana

1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.—monthly
(903) 572-9593

Mid America Chapter Kansas City

1st Fri.—monthly
(913) 894-5090

Mile Hi Chapter Denver, CO

3rd Fri.—monthly
(303) 857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
(615) 452-0321

NE Texas Chapter Gladedwater, TX

2nd Sat. monthly
(903) 759-6850

Northland Falcons Minnesota

2nd Sat.—odd months
(763) 420-3050

River City Chapter Sacramento, CA

2nd Tue.—monthly
(916) 725-4110

So-Cal Falcons Burbank, CA

2nd Saturday—
bimonthly
(818) 845-9725

Sonoma County Santa Rosa, CA

1st Thurs.—monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.—monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat.—monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(281) 920-0145

Virginia Falcons Richmond, VA

2nd Sat. even months
(804) 226-4791

Wheat State Chapter Wichita, KS

1st Sat. even months
(316) 838-7487

Presidents Message

The 2005 FCA Nationals, San Ramon, what a fantastic meet! There was something for everyone—Fabulous Falcons and fabulous Falcon folks from all over the country (one was driven all the way out from Connecticut), a great selection of vendors, bus tours, picnics, cruises, tech workshops and shopping. We even had a well-shaded parking lot. Hotel staff was very supportive and most helpful. Need I say more?

Both the experienced and the first timers enjoyed our yearly "Falcon Family Reunion." Many of our "regulars" flew out just to enjoy their Falcon family, renewing old acquaintances and making new friends. It was a treat to see some of the California Falcons that we don't normally get to see at other National Meets. Although it's different not having a Falcon with you, I'm sure all will agree it was well worth an airplane ticket and still a whole lot of fun!

On behalf of the Directors and Officers of the FCA, I want to thank the California Chapters for all of their hard work in putting on such a great event! Super job, all!

I am sure you will hear more about the Migration in future issues of our Newsletter, but the cruise from Ocean City, Maryland to San Ramon, California was a great success! Thank you, Mike & Pilar Garrett for coordinating this cruise. Rumor has it, if you reverse the directions it will take you from the West Coast to Indianapolis, Indiana, the location for the 2006 National Meet.

It's also important to thank each of you that attended the Nationals. We appreciate your support! Hope each of you enjoyed yourselves as much as Carol and I did. Again, thanks for coming!

Chuck and I would like to thank everyone for your continued support with our re-election to office. Please join me in thanking Al Aiello for his five years of service as a member of the Board. Please extend your congratulations to our newest Board member Kent Whisenand Jr. We need to also congratulate Joe Tatti and Pam Dinzebach on re-appointment and acceptance of their positions of Recording Secretary and Treasurer.

Hope you have had an enjoyable summer.

Keeping Falconing!

Steve & Carol

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<http://home.earthlink.net/~falconcomet1963/>



Debbie Cisan's Family Falcon

FONTAINE



Debbie, with the new family car in 1964



Jan and Ron Brown, true Falcon lovers, helped Debbie get the Falcon in back in shape.



Dana and Cameron; third generation Falcon owners/drivers!

Enclosed are some photos and a story about my Falcon. I hope you can print some of it because I really want to thank Ron and Jan Brown for saving my Falcon—and my parents would be so surprised to see the old family car in The Falcon National News.

I have been a member of the Falcon Club for many years; always hoping to restore this car—and finally it started happening as the car turned 40 years old.

My parents, Jeanne and David, bought our 1964 Falcon station wagon to transport their three daughters as we grew up in Miami, Florida. There were, of course, uncountable trips to Girl Scout meetings, school, the beach and friends and relatives houses.

Next came teaching the daughters how to drive this “three on the tree” car. My father always did the engine and body repair work, so the Falcon survived several accidents and transmissions as we three girls took our turns with her over the years. All of us piled our friends in this car and went all over south Florida, as teenagers do. We named the Falcon Fontaine. Everyone who knew our family has memories of this car.

In 1975, I was accepted to college in Colorado. I bought the Falcon from my parents and loaded her with my things to make the drive. Having never been west of Florida,

I was a little nervous and promised Fontaine that if she got me to Colorado, I would never let anyone send her to the crusher. Of course, she got me to Colorado and over many years, a few hundred thousand miles more in cross-country trips. After graduation, I drove Fontaine to my job every day.

She had been sitting in the driveway for about 10 years, waiting for me to keep my promise, as I raised my two daughters. Finally, 40 years later, as I get ready to send my own daughter to college, I am working on getting her back on the road in style.

Last summer I met Jan & Ron Brown of the Mile Hi Chapter at a club picnic and they took Fontaine and me under their wings. The car is now running and looking great. They took such great care with her—it took real Falcon loving people to get Fontaine from “old and tired” to back on the road. We wouldn't be there without their help.

A big Thank You to them!

Ron & Jan Brown's

CHUCK WAGON

The telephone rang and a voice from Julesburg, Colorado said, "I understand you folks are interested in Falcons." This was an understatement, to say the least. It seems that this gentleman had a 1965 Squire wagon that he wanted to sell and he wondered if we would be interested. "Well, not really," but after we heard about the low mileage, no rust, factory air and original interior, we decided to take a look, "just for the heck of it."

We met the man in Hudson the next day, had lunch with him, and took the wagon for a drive. It was very nice and we wondered "Should we?" Our thought process was that we could always fix it up and sell it.

So it came to line up at the "North Forty Falcon Roost Farm." The fix-up wasn't too involved and we capped it with a pretty new paint job.

The first long haul event was the trip to the 2000 National Falcon Meet in Sacramento, California. It was a

very convenient, comfortable and fun trip topped off by a surprising second place in Wagon Class, in California no less!

So the idea of selling became more and more remote and the wagon became part of the family, complete with the name of Chuck, as in Chuck Wagon (thanks to Ron).

The next long haul was an eleven car caravan to Las Vegas Western States Conclave that September, with many other smaller events in between. On a mountain ride, we came across an original chuckwagon on the "Oh My God Road" outside of Central City. It seemed logical to get a family photo with the new family member.

The Chuck Wagon has traveled to many events near and far since then, providing comfort and convenience on long trips when we load it up and go. We enjoy the use of the wagon and are very happy to have been chosen as the new owners.



Classified Advertising

Falcons For Sale



1961 Ford Falcon Futura. 2 door, red with red interior. Padded dash, AM radio, windshield washer option, electric wipers. Bucket seats, console, automatic. New exhaust, new radiator, new leaf springs, new brakes, new tires. Very nice West Coast car. \$3650. Mike Champagne, 401-728-2094. Pawtucket, RI.



1962 Ford Falcon station wagon, rebuilt 200, 6 cylinder with headers, 4 speed overdrive transmission, new weather seals and wiring harness. New interior, AM/FM stereo. Texas

A&M seats, shifter and colors, \$4,500. more pictures at www.marshallantiquecars.com classics, page 2. Dick Gunn, w/ 713-895-0090, h/281-890-8184, or dgunn@damidsouth.com. Houston TX.

1962 Falcon four door sedan, needs plenty, best for parts. \$400. Contact Bonnie at 228-466-4349 or falconclub@aol.com. MS.



1963 Falcon Deluxe 4-door wagon. 200 cid "6" C-4 automatic, roof rack, padded dash (uncracked!) padded visors, two tone Ming green and white paint. Good driver with much recent mechanical work. Needs paint and bodywork. \$2000 OBO. For detailed info, contact Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

1963 Ranchero Deluxe, 260 V-8, auto, pwr steering, A/C. Real Knock-Off wire wheels, stock also. All parts used during 3 year restoration were NOS or new. Complete mechanical, electrical and body (upside down) restoration. All Deluxe options plus, NOS factory clock and Kleenex box. Black w/ red

pearl exterior, Ox Blood interior that was custom made to original deluxe design and specs. All trim, grill and stainless is perfect. A high point show car that you can drive anywhere. \$22,000. Bill Alstrin, 972-780-7744, wk; 214-543-3056, cell 972-223-8823 home. DeSoto, TX.



1963 1/2 Falcon Sprint Convertible, 260 V8, 59,000 original miles, automatic transmission, complete ground up restoration. Solid unibody, rebuilt engine and resealed transmission. Original medium blue color inside and out, white convertible top in excellent condition, NOS interior, new tires, rear springs, brakes, and brake lines. Asking \$18,000 OBO. Call Terry Koplin at 920-648-5231 or tlkoplin@charter.net for more information and additional pictures.

1963 Ford Falcon Convertible, garage kept, under 64,000 actual miles, 260 liter/8 cylinder engine, factory automatic, mint green with green interior, very clean, power drop top.

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: * 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastm pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to WCrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

\$10,000 OBO. Jack Ridgeway, 618-542-6525
8 AM-6 PM CDT and leave message or email
jridgeway41@yahoo.com, IL.

1963 Falcon Futura convertible. 170 engine, 4
speed. Corinthian White, red interior, bucket
seats. Older restoration, all original #2½ car.
Pictures on request. Asking \$10,500. Donald
Heider, 732-557-0886 or
eileenandpeppy@aol.com. NJ.



1964 Ford Falcon Futura convertible, 302 V8,
2 speed Ford-o-Matic transmission. Interior /
exterior black. Power convertible top with
matching boot and removeable clear rear
panel. Magnum 500 wheels, original AM
radio with dash speakers. Body condition is
excellent. Serioius calls only, please. \$12,000
OBO. Valerie Burkhard. For further details,
leave a message at 405-380-2455. OK.

1964 Falcon Futura Convertible. Owner since
1969. Black top, original interior beautiful
black exterior. 170 cid, 6 cylinder, Ford-o-
matic. Car is kept inside and driven on
occasion. \$9800. Steve Grubbs, 816-650-9641
or dgrubbs12@comcast.net. MO.

1964 Falcon 4 door hardtop. 6 cylinder
automatic. Sky blue. Straight body. Good
restoration candidate. Must sell. \$500. Robert
Ashbaugh, 573-445-8767. Columbia, MO.

1964 Falcon Ranchero, 6 cylinder, automatic,
power steering, original "steerhead" seat, AM
radio, bed cover. Goodyear whitewalla
"Termpos" with small Ford hubcaps. Needs
little, very good original condition. One
repaint, blue with white top. Sweet little
truck. \$3500. K. Young, 920-743-7437. Green
Bay, WI area.

1964 Falcon Futura 4 door. 65,000 miles. Nice
straight and solid original car. Smooth 170 and
Fordomatic. Red repaint and red interior. New
exhaust pipe, rear brakes, hoses. Needs heater
core, front brakes. Asking \$5000. Call Eva,
603-648-2237. NH.



1965 Falcon Ranchero Deluxe. Interior has all
been replaced (except for sun-visors), along
with new rechromed dash. California car with
original black & yellow plates. Excellent
condition. Matching numbers car with 289,
C4 automatic, factory air conditioning, power
steering, wire wheel covers, CD stereo in
glove box, and CB. Black paint and interior.
No disappointments. \$14,900 OBO. Pictures
can be E-mailed upon request at
talleyabf@aol.com or call cell phone 559-285-
2628. Fresno, CA.



1965 Futura Hardtop, auto, white vinyl top,
bucket seats with console, new dash chrome,
90% original glass and chrome, Excellent
condition. Too much to list, please call for
info. \$9500 OBO. Call Bill at 916-617-2383
or falconers@softcom.net. CA.

1965 Falcon Futura Convertible \$2700
project car located in Fresno, Ca. All original
parts, rebuilt 289 engine, rebuilt 3 spd
trans, all new front end, eng and trans not
installed. Some interior parts
missing, framework but no ragtop, body is
straight, Calif car. Has been in my family

-continued on page 10

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Flying with the Falcon Boys:

Classic car club calls '60s Ford standard bearer for Oakland

Reprinted with permission from the San Francisco Chronicle
Article by Meredith May, San Francisco Chronicle Staff Writer
Chronicle photos by Penni Gladstone

With the bass on a Rick James song thumping so loud his white leather seats vibrated, Dave Johnson cruised down MacArthur Boulevard in a chromed-up cloud of cool.

Behind the wheel of his 1968 candy-apple-red Ford Falcon, 38-year-old Johnson is a member of East Oakland's ghetto glitterati—the Falcon Boys.

Every urban city has its signature car, and in Oakland, the baddest ride around is the Falcon. First popularized in the city in late '80s, the Ford Falcon now is a cultural icon of the hip-hop generation, featured in rapper Too Short's videos and in the lyrics of Vallejo rapper Little Bruce and New York's DMX. "Everybody looks at the Falcon," Johnson said as mourners outside a funeral home craned their necks to watch him drive past.

Today, only a couple of dozen late-model '60s Falcons remain in Oakland, lovingly restored and passed down from one Falcon Boy to the next. To own one is to get standing ovations at the liquor store, high fives at the gas station and quite a few phone numbers from the ladies.

"They are old cars, but we turn them into new because new cars cost too much," said Falcon Boy Byron "Bop Bonafied" Jackson, 36. "That TV show 'Pimp My Ride' came out in 2004. But we've been pimpin' our rides forever!"

Before police banned impromptu car shows at the Eastmont Mall in the '90s, Falcon Boys regularly would park in the mall parking lot on weekends, open their doors and show off their handiwork and their sound systems.

Those original parked "sideshows" have been transformed, a generation later, into illegal car-spinning street rallies, and although Falcons sometimes make an appearance at the underground ones, they don't flip their cars because they're too precious, said Falcon Boy Kenny McElroy.

About 30 Falcon Boys live in Oakland, most of them making a living as driveway mechanics. Some make music, others have warehouse and service jobs, and some are unemployed. They typically take their cars out for drives on Sunday afternoons in small groups of two and three, or meet for all-day repair sessions. The majority are in their late 30s, family guys who describe themselves as a bit mellowed from their younger, wilder days. Some have rap sheets, some don't.

But the one thing they have in common is that teenage memory of watching the glossy Ford Falcons roll down Birch Street in East Oakland to the delight of everyone in sight.

"It was the car they could afford to buy," said Brian Lilla, an Oakland filmmaker who is making the first-ever documentary about the Falcon Boys. "Nobody else wanted the Falcon."

At the time, in the late '70s, Falcons could be found for about \$200. Today, a fixed-up Falcon can fetch up to \$20,000. A mystique arose around the car that exists to this day.

"Every time you go out with these guys, it's like you're in a parade," Lilla said.

Cars pull over to make way for the Falcons as they drive like a school of fish down the road, casually making four and five lanes

out of two. When the pack needs to turn left, one Falcon Boy breaks away and blocks oncoming traffic to let the rest of the posse pass through.



Corey Blacksher holds a photo of Kenny McElroy's Falcon before it was repainted and customized. Two Falcons sit in the background.



Blacksher polishes his wheels before heading out for a cruise with the Falcon Boys.

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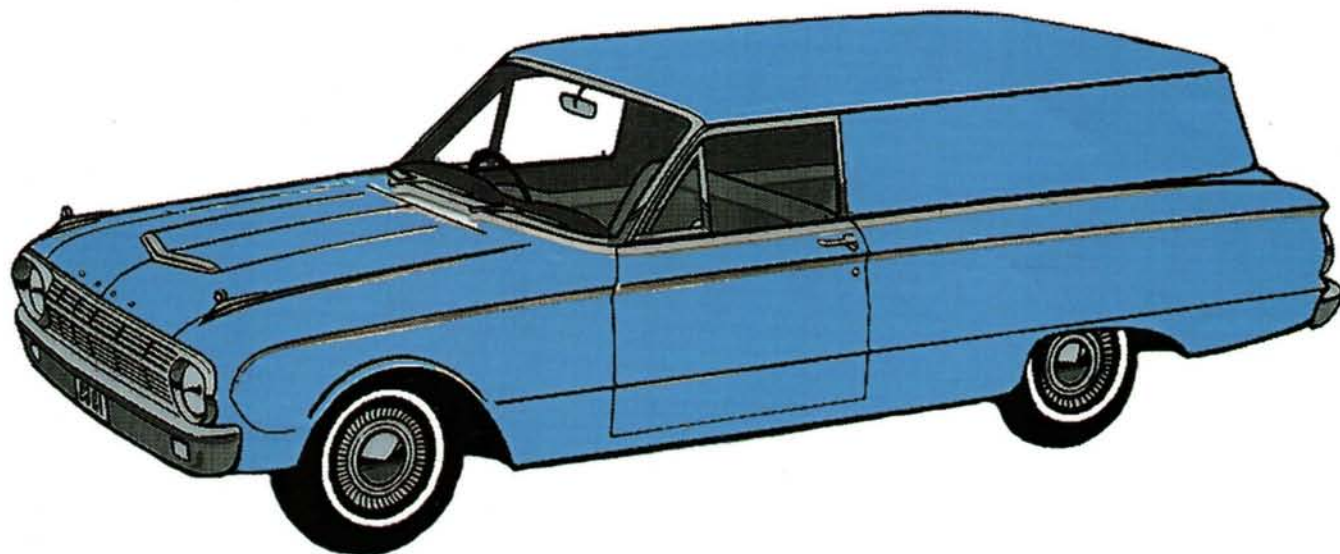
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Classified Ads (con't)

since 1966. This is a great restoration project. E-mail for more details or pictures. Stephen Veach, Fresno, CA. 559-240-0788 or ivanvonveach7@hotmail.com.

1965 Ranchero Deluxe. 289, A/T, P/S/, A/C, SS wheels w/red line radials. FoMoCo bed rails, Protecto top cover, fender skirts, dual Magnaflo exhausts, dual master cylinder, 2 1/2" drims. Wimbledon White, Palomino interior. Extra parts. Excellent running condition. Older restoration. \$7500. Gaines Adcock, 408-265-9597 or gainesadco@aol.com. CA.

1965 Falcon Sprint. Two door, automatic, air conditioning, power steering, 289. Well restored. Regional class division winner. \$11,500 OBO. Call 615-896-9415 or donmelalex@comcast.net. TN.

1967 Falcon Futura 4 door. Interior is nice original 3 tone blue. Straight and sound exterior needs first repaint. Drives perfectly! Ford factory remanufactured 200 runs strong. I've been 5000 miles in the last three years. Much is new. Asking \$2500. Steve, 603-524-6777. NH.

1968 Ford Falcon 4 door station wagon. 200 cid 6 cylinder. C4 auto transmission. Original owner with title. \$1000. J.T. Poole 770-428-7156 or jtpoole@att.net. Powder Springs, GA.

FALCONS FOR SALE:

1964 Futura H/T 6 Auto\$800
1965 Futura H/T 8 New Interior, needs 6 cyl. motor, body work and paint \$1,500
1965 Futura H/T body only\$800
1965 Futura H/T bare body; solid, straight, Pinto front end and shock towers removed \$800
1964 Futura H/T body very straight, no rust all inside areas, outside primed and ready to paint \$2500
1968 2 Door Coupe, no motor or transmission \$700
Don Branson, 636-228-4501 or jbranson@mail.win.org. 4097 Hwy T, Marthasville, MO 63357-2019.

Falcons Wanted

Looking for a 1965 2 door Futura or 1965 Falcon Futura station wagon. Something driveable that needs work. Michael Murphy, 716-883-3689 or newyork5501@yahoo.com.

WANTED: 1968 Falcon two door sedan in good condition or Falcon station wagon, any year. Shirley Miller, 610-367-9117. PA.

Parts Wanted

Helping a friend (FCA member) to add power steering to her Dad's 1960 Falcon 4 door sedan, a family treasure. It now has a 6 cylinder 200 engine, auto trans, no A/C. Now has brake booster. She needs every item for the P/S changeover, brackets, pump, steering components, steering box, if needed. I can get any and/or all components professionally rebuilt here in Ohio if someone would just sell us the package. She would be very grateful. Thanks! Bob Kollay 330-533-9657 EST evenings or RK807@zoominternet.net.

Wanted: Five 14" stock steel wheels for a 4-lug 1964 or 1965 Falcon. Call Ken, 606-633-1492. Eastern KY.

Wanted: Two 14 inch wire wheel covers. Daily driver condition is fine. Would trade four 13 inch wire wheel covers for them. John Kilpatrick, 402-572-1932 or kilpats@cox.net. NE.

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1963 Ford Falcon hoodscope in very good condition or a very good or newly re-chromed one. Also looking for Left & right sunvisor for 1963 convertible (preferably black). Thierry Vermeulen, Gallifortlei 182, 2100 Deurne-Antwerp, Belgium (Europe). Please call: 0032-486-078-981 or 0032-3-324-37-02 or email: Thierry.Vermeulen@telenet.be.

1963 Falcon Deluxe 2 door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken 11394 Revere Ln. St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Wanted for 1965 200 Cu.in. engine: 2 bbl carb with intake manifold, and/or exhaust header. Will pay top price for top condition. Jeffrey Jay, 501-375-0840. Little Rock, AR.

Wanted for 1961 Falcon, chrome right hand rear interior door panel retainer molding. Please contact Phil or Claudia Pitko at 269-665-4385 after 4 p.m. or 269-369-7217 and leave message. MI.

I have a 1963 Falcon Ranchero which had an original 260 V8 and Ford-o-Matic transmission. I replaced the motor with a 302 and the transmission with a 1970s C4. I need information or parts to connect the original column shift lever arm to the C4 transmission. I need the transmission linkage and the step down linkage. Call Harold Pickett, 541-987-2399 or pickett@ortelco.net. OR.

Needed Bench seat for 1963 Falcon conv. or hard top; must have good springs and padding. I have the upholstery. Jack Keel, 850-624-5632. Leave message. FL.

Parts wanted for 1960 Ford Falcon 2 door Sedan. Driver side door, front bumper, rear rubber floor covering. Straight and in good condition. Jesse L. Howard, 709 E. McKinley St., Pontiac IL. 61764-1422. Call 815-842-3727 or jlhoward@mchsi.com.

Wanted: Dash-mounted tachometer for 1963 Sprint. Please e-mail Angela Ashley at red96mustang@hotmail.com with contact information or call 828-964-3284 and leave message. Eastern TN.

1965 Falcon rear bumper, excellent original or a rechrome in excellent condition. K. E. Young, 920-743-7437. Green Bay, WI area.

1968 Falcon linkage bushings. Shirley Miller, 610-367-9117. PA.

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LARGE USED PARTS LIQUIDATION AUCTION! SATURDAY, OCTOBER 29, 2005

Auto Krafters, Inc. is discontinuing its
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email: **usedparts@autokrafters.com**

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Prices do not include shipping and handling.

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Flying with the Falcon Boys

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It's driving by birthright, yet no one complains. The sight of all those gold rims and sparkle paint is a symbol of Oakland pride.

"These cars are special. Their duty is to go into any turf and just represent Oakland," said Falcon Boy Corey "C.B." Blacksher, 31. "You get mad respect anywhere you go."

Mostly the Falcon Boys roll in the Bay Area, but they also make annual pilgrimages to Reno for the weeklong Hot August Nights car festival, where they can display their Falcons before thousands.

Johnson said he'd seen dope fiends break down crying when he drove past, remembering the cars they used to own decades ago before frittering away all their money on their addiction.

"They miss that feeling they had when they used to drive one," he said.

Every year at prom time, he gets requests from teenagers to be their driver. When he pulled up last year with the homecoming king and queen, he drew a crowd so large he was hemmed in.

Each Falcon Boy strives for a unique flair with his car: a rare color, better technology, a bigger engine.

Wood Gaines, 38, chopped the top off his Falcon to turn it into a convertible, then moved the steering wheel to the right side.

"It's European style," he said, "Nobody in the world has a Falcon like mine."

Quan Lubin, 26, has miniature flat-screen televisions on the visors and behind the headrests. He put in a V-8 engine and a triple air-horn.

"We help each other find parts because they don't make Falcon parts new anymore," Lubin said. "We have to look on the Internet, go to junkyards and make parts ourselves sometimes."

Their love for their cars is so strong that sometimes Falcon Boys make decisions between the rent and replacement tires. Cars will often cycle back between cousins and friends when Falcon Boys are forced to sell their cars to pay legal bills or other debts.

Johnson's Falcon at one time has belonged to his cousin Kenny McElroy, a towing yard, a couple in Petaluma and a man in Santa Rosa. In the mid-'90s, McElroy spotted the car on blocks, wrecked, in a Richmond driveway and persuaded the owner to sell it back. Johnson put an engine in but then sold it to his stepson's father when he needed cash. Now, it's Johnson's again—he traded chrome Cadillac rims for the Falcon.

"These cars mean a lot in the ghetto," said Johnson, a shipping supervisor at Bryant Laboratory in Berkeley. "On the freeway, people in Cadillacs and Escalades will pull up alongside and wave. It makes you feel good that high-class people say we've done good."

In an amazing bit of street serendipity, the license plate randomly assigned to Johnson's car reads 3GET075. He

loves that if you look closely, it seems to say "Ghetto." He put a frame around it that reads, "Happiness Is Being Single."

"In the '80s, girls used to run into the street and stop Falcons. They'd go stupid," Johnson said.

Riding shotgun next to your man in a Falcon is still a thrill, said Hayatt Mohammad, who has been dating a Falcon Boy for the last four years. When she goes out for a ride, she dresses in skirts and heels in green and black to match the car's color theme. It's a must to look good because the Falcon is a head-turner, she said.

"It makes you feel expensive, and the nice cars make the guys feel like they have a lot of money or something," she said.

Now that she's an official Falcette, she says, there is a noticeable difference between regular men and Falcon Boys.

"Falcon Boys are more active—they ride around and take you places like to San Francisco and to car shows," she said. "The other guys I dated were kinda boring. They went to movies, but really didn't want to do too much."

Although female attention is a nice perk, in truth the lure of the Falcon is the same thing that inspired legions of little boys to collect miniature Hot Wheels cars—the pride of owning a bitchin' ride.

"Look around at all these guys out here," said Mohammad's boyfriend, Deano Paris, surveying the eight Falcons parked for an impromptu social hour one Sunday afternoon in December in the empty parking lot of the Foothill Square shopping center.

The Falcon Boys had parked in a circle, opened their doors and pumped up the bass, drawing a crowd of nostalgic onlookers eager to check under the hood, compare paint jobs and kick the tires.

"Some say we do it for the girls, but see all the guys? These cars are saying, 'See what I do? See what I'm worth?'" Paris said. "We may not be stockbrokers in ties, but if we sold our Falcs, we're worth at least \$30,000!"

On his way home from Foothill Square, Johnson was pulled over by a patrol car. The entire pack of Falcons stopped behind him to wait.

Although it was not yet sundown, the officer gave Johnson a \$140 ticket for driving without headlights—a fine a judge would dismiss later.

"See! See what happens to us! Profiling!" shouted one of the Falcon Boys down the street.

"It was an honest mistake," Johnson said to the officer to no avail.

Still fuming on his way home, he popped an Al Green CD into the stereo—the music he plays when he has a lady in the car.

Johnson started humming along. Within a few minutes, he hit the Falcon zone.

He just knew everything was going to be all right.

More Falcon Boys photos: www.sfgate.com/.../03/06/ba_falconxx002pg.jpg

We purchased this vehicle in September 1963 from B.M. Woodfield & Son Ford dealership in Damascus, Maryland for \$2175.

Our two children were preschoolers when we bought the Falcon, and they literally grew up with it.

In the first ten years we drove the car 100,000 miles. In 1981, the engine ground to a halt at 144,000 miles and was rebuilt. The car remained a daily driver until 1985. The current odometer reading is 165,000.

In the past eighteen months extensive restoration work was completed, most notably the interior which, except for the original vinyl dash pad, has been completely restored.

Originally this Falcon was equipped with a front bench seat which we replaced with buckets many years ago. Part of the restoration was to return the bench seat. We are very proud of this car and receive many compliments when he drive it. On Sunday, September 7, 2003, the 40th anniversary of its purchase, we sang "Happy Birthday" to our Falcon. Also, we decided to name this automobile Woodfield, both in recognition of the Ford dealer from whom we purchased it and the name of the road where we lived in Damsacus, Maryland.

Every vintage automobile has some personal stories to share. The 2003 blizzard brought to mind "a really big one" circa 1965. Together with four friends, young and foolish, we drove in a snowstorm about 40 miles from Damascus to Baltimore, Maryland in order to attend an ice show. We returned following the show along an unplowed Route 40. The heavy framed convertible, with the weight of six adults, allowed us to plow right through a foot of snow. After safely



returning our friends to their homes, we parked the Falcon in our driveway and were marooned in the house for two or three days! Today we wouldn't (and probably couldn't, in a contemporary auto) drive any distance in a foot of unplowed snow.

At the 15th annual Falcon Club of America National Convention, held at Valley Forge, Pennsylvania in 1994, our Falcon placed fourth in its category. In 1998 it was exhibited at the Hagley Museum show. On September 14, 2003 we exhibited Woodfield at the Hagley show in celebration of 100 years of Buick and Ford. Ours was selected as a special feature car and we drove it in the parade of Fords as a proud representative of the 1960's.

We hope that Woodfield will endure for at least forty more years!

DESCRIPTION OF VEHICLE: WOODFIELD

1963 Falcon Futura convertible,

Delaware tag KWVA 39

Color: Corinthian White ext., Rangoon Red interior

Engine: Overhead valve inline 6 cylinder

Displacement: 170 cu. in.

Horsepower:: 101 @4400 PRM

Transmission: 2 speed automatic, column shift

Bench seat

Equipment: Heater, Defroster, AM Radio (original), windshield washer (original vinyl bag), Power Lift convertible top, manual choke

History: Original and current owners: Bob and Pattie Richmond, Wilmington, Delaware



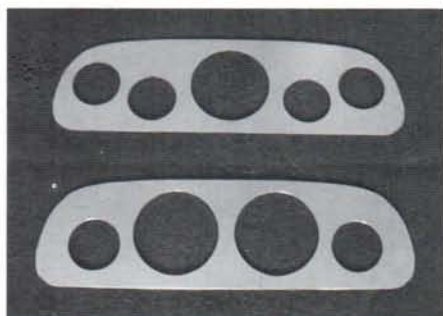
Classified Ads (con't)

I am looking for a speedometer gear that goes on the shaft of a Borg Warner T10, 4 speed transmission. It's a short shaft transmission. The transmission fits my 1963 Falcon Sprint convertible. Please call 860-583-6359. Ask for Tom. CT.

Parts For Sale

For 1964 Sprint V8: Generator and bracket, \$25. Complete V8 front spindle assembly with brakes and drums, \$75. 260 V8 cylinder heads, \$50. 289 V8 cylinder heads with valves only, \$30. 289 V8 2 barrel intake, \$25. ALL ITEMS PLUS SHIPPING. 8" Rear end and housing, 289 ratio. No shipping, pickup only, \$50. Gary McMurchy, 866-937-2212 or garmurch@earthlink.net. OH.

Visit the Falcon Club of America website at:
www.falconclub.com



Custom gauge panel for 1960-1963 Falcons: Panel retro-fits aftermarket gauges into stock instrument panel by modifying back half of stock assembly. Two variations: One holds 2 large gauges and 2 small gauges, other holds 1 large gauge and 4 small. Panel is made out of 1/8" thick aluminum and waterjet cut. Panel is sold unfinished. The purchaser can polish, paint, engine turn, etc., the aluminum to their desired finish. There are not provisions for high beam/turn signal; both can easily be added with common hand tools. Using this product requires significant modification of

the stock instrument assembly. Contact for photos and more information. Panel alone is \$40+S&H. I will also build custom assemblies for interested parties (contact for details). Drew Stahr, 414-397-2923 or nineno@mindspring.com. Kohler, WI.

1963 Falcon NOS: 6 cyl. exhaust manifold \$175; hood hinges, do not take springs, \$50

pair; gas cap, driver quality, \$30; V8 arm and bushing \$175; V8 arm and bushing \$175; Fender top ornament, driver quality, \$95 pair; quarter molding \$140. ea. Many more. Frank G. Stewart, 440-282-6277. OH.

1964-70 Falcon outside mirror R/H or L/H Rectangular Head \$35. Steering Wheel with nice tan leather cover \$35. Sun visors tan complete \$40. Original Brake master cylinder cap \$5. Latches for Wagon or Ranchero tail gates \$10 each or both for \$15. Heater dash plate, knobs, cables and mounting hardware complete. (nice chrome) \$20. ALL ITEMS PLUS SHIPPING! Call Ray at 505 524-3371 or hirpmrj@juno.com or 522 Apple View Place Las Cruces, NM. 88007.

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Large 25 year collection of good used parts for 1960 thru 1969. Hoods, \$75 to \$110. Doors, \$50 to \$75. Chrome moldings, \$5 to \$25. Many body and chassis parts too numerous to mention. Also some parts for 1963 thru 1965 Comets and Fairlanes. Complete Fiberglass front clip for 1960-61 Falcons—New \$600. For race cars. Held on with pins. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or jbranson@mail.win.org. MO.

1967 hubcaps for sale. Set of 6 standard daily driver 14" hubcaps, not show hubcaps. They have small dings and some road rash. \$50 for all 6. Also, a set of 4 Sports Coupe 14" hubcaps. These are not show hubcaps but they are very nice daily drivers. They have a few small dings on each hubcap, however no curb rash. \$75 for the set of 4. Call John Giles at 321-633-0198 or jgg@digital.net. FL.

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Call or email me with your needs. Lenny Kellogg

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1963½ Falcon Futura Convertible Parts. L&R door handles and internal mechanisms \$50; L&R front vent window frames \$30; Sheet metal spacer between front bumper and radiator \$30; Convertible top front metal seal

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1962 Falcon 4 door parts. Body parts, transmission, all kinds of parts. Perry Lee, 860-568-1829. CT.

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—continued on page 19



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Long Term Falcon Love Affair

In 1963, I was working at Ford and really liked the "small car with the V-8." I also really liked the Thunderbird Caspian Blue color, so I called the Plant Manager at the Lorain Assembly plant and he built one for me. It was a Falcon Futura convertible with a V-8, 3-speed column shift, a white top and the Caspian Blue exterior. I think it was the only one ever made. I drove the car daily for about nine years, including a trip to the Grand Canyon, Las Vegas, and San Jose California. We did get caught in a sand storm with the top down, but we made out OK. We took a 33-1/3 record album with us for my wife's sister and had it in the back seat. When we got to San Jose, the record was warped so badly from the heat in Arizona that it had to be thrown away.

Eventually, the Falcon started to rust pretty badly. Then I blew a head gasket. I traded the car in and was sorry the next day. I went back to the dealership, but it was gone.

I started looking for another 1963 Falcon convertible. In 1978 I saw a girl drive one into a McDonalds. The car was in really bad shape. I pulled in and asked her what she planned on doing with the car. She said she really loved the car (she was the second owner), but she was having so much trouble with it that she was actually driving it to a junkyard. I offered to buy it and she accepted my offer.

Then the fun started. Both rear quarter panels were rusted out badly. The rear end had been hit. The right front fender was ready to fall off. The top was cut. It burned oil very badly. The seats were torn and it would not go into third gear. But it was a Sprint convertible with a V-8 and a 4 speed.

I have been working on the car since 1978. The original rebuilt engine and drive train has less than 1000 miles on it. I have had a lot of fun with the car, including using it in my daughter's wedding and driving it in many parades. I have also won a few trophies.

I am curious if anyone knows how many 1963 Sprint convertibles exist today. I have asked but nobody seems to have an estimate. If you can help me on this question, please contact me at 330-666-6163 or df0@ix.netcom.com.



Jim has won some trophies with his restored 1963 Sprint.



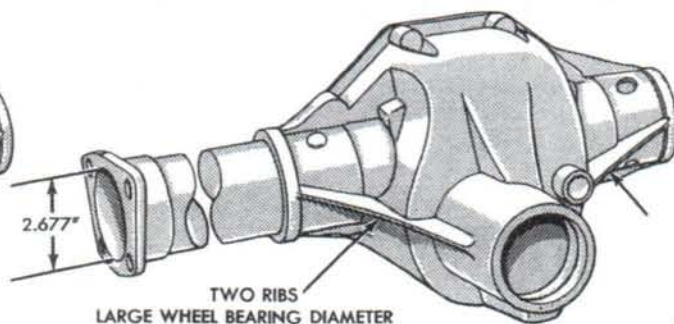
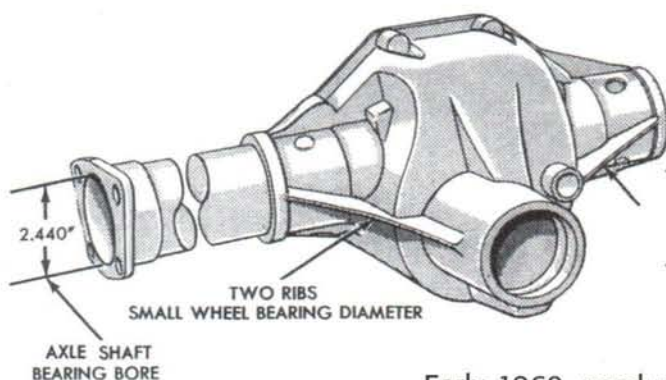
Original rebuilt engine has less than 1000 miles on it.



Differential Case and Drive Pinion Housing in Car

Two and Four Door Sedan

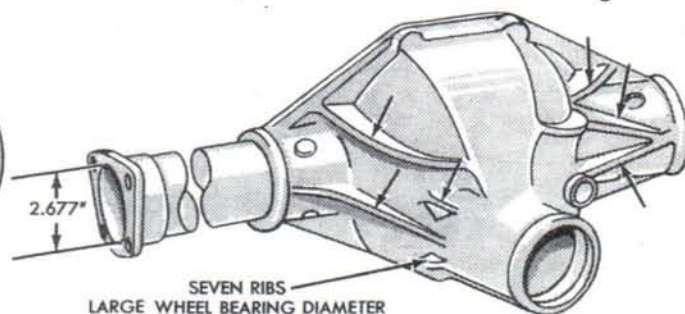
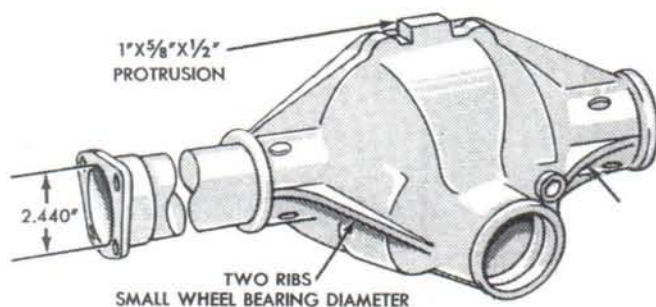
Taxi, Ranchero and Station Wagon



Early 1960, used with 144 cubic inch engine

Two and Four Door Sedan

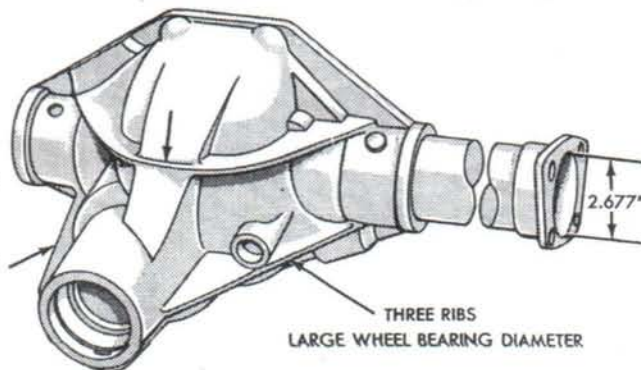
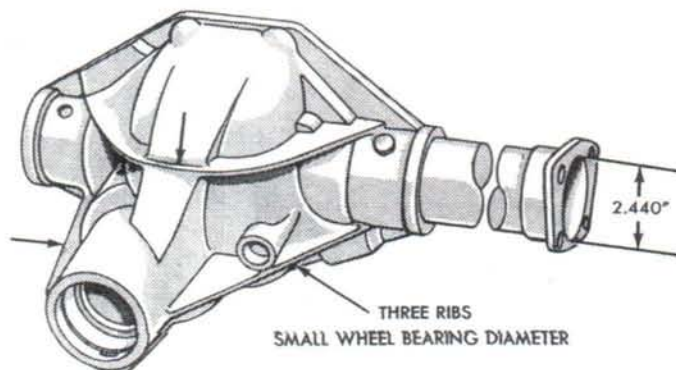
Taxi, Ranchero and Station Wagon



Late 1960 and all 1961–1962, used with 144 cubic inch engine

Two and Four Door Sedan

Taxi, Ranchero and Station Wagon



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